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A Summary of a Study of Ontario's Marine Highways in relation to Recreational Boating Requirements





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A Summary of a Study of Ontario's Marine Highways in relation to Recreational Boating Requirements

Prepared for the Ontario Department of
Tourism and Information by
Dominion Consultant Associates Ltd.,
Ottawa and Toronto

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Preface

The development of recreational boating in Ontario since the end of the war has been phenomenal. But, as this report shows, no statistical data has been available to document this growth. One reason for this is the very number of federal and provincial government departments concerned with the various aspects of waterways usage.

To achieve a comprehensive picture of all factors influencing the development of pleasure boating in Ontario, the Department of Tourism and Information retained Dominion Consultant Associates Ltd. to undertake a wide-ranging study, including a waterborne examination of the existing water systems. Questionnaires were sent to marina operators and interviews were held with Canadian and United States authorities and with scores of private individuals who could provide factual information.

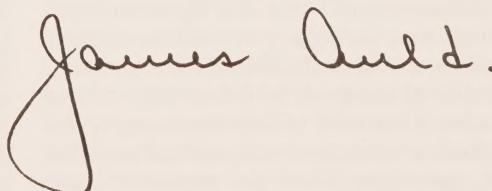
In addition, the consultants were asked to provide an economic assessment of the recreational boating potential for Ontario and to suggest guide lines for future development.

This summary of the consultants' report gives the substance of their findings on the existing situation and their recommendations for organizational, financial and legislative changes. The findings are based in part on research by the Department of Lands and Forests with regard to additional park area on the waterways, particularly the requirements of camp facilities. Unfortunately, the absence of data on trailered boat entries by U.S. tourists in Canada has not permitted a full assessment of the needs for launching facilities.

In releasing this summary, the Department of Tourism and Information does so in order to provide an assessment of problems that will be faced not only by the federal and provincial governments but by the hundreds of communities and individuals affected or likely to benefit from the growth of recreational boating.

Clearly, any implementation of the consultants' recommendations will require the co-operation of many government departments, both federal and provincial. In making the report public, I feel these departments, regional councils, tourist associations, municipalities and Ontario citizens at large can be made aware not only of the tourist potential which exists for our economy from boating, but of the problems which must be resolved if it is to continue to grow. My hope is that the report will generate a public dialogue which will be useful to the government in formulating future policies.

It should be noted that the following summary is able to deal with the highlights of the report only, and cannot include the mass of detail, the consideration of specific areas for development on the waters, or the statistical information included in the full report.

A handwritten signature in black ink, appearing to read "James Auld". The signature is fluid and cursive, with "James" on the left and "Auld" on the right, separated by a small gap.

Minister of Tourism and Information, Government of Ontario.

September, 1966.

Ontario's Marine Highways and the Importance of Recreational Boating

CHAPTER I

This two year study of recreational boating in Ontario has been directed to the navigable waters of the Great Lakes and the rivers, canals and inland lakes that connect with them. While it forms a single system, its components vary widely in their characteristics and for the purpose of this study, the separate water regions included in it can be identified as follows:

The St. Lawrence River from Montreal to Lake Ontario;
The lower Ottawa River from Montreal to the City of Ottawa;
The Rideau Canal system and the Rideau Lakes;
The Trent Canal system, including the Bay of Quinte, Lake Simcoe, Kawartha Lakes and the Severn River;
Lake Ontario;
Lake Erie;
Lake St. Clair;
Lake Huron;
Georgian Bay;
The North Channel;
Lake Superior;
Lake-of-the-Woods.

These waters form a substantial part of the over 68,000 square miles of fresh water resources in the province and in addition to their commercial use, also serve the recreational needs of the majority of Ontario's own population and the American tourists in Ontario.

Until the end of World War II recreational boating was largely confined to sailing activities or was subsidiary to the primary recreational needs of the fisherman and the cottager. A number of factors changed this and their continuance as operative influences guarantee that the post-war boat population explosion will continue into the future if only the facilities to serve such

growth are made available.

- a. The growth of population;
- b. The increasing difficulty of obtaining suitable cottage areas conveniently adjacent to the growing urban centres despite an enormous highway programme;
- c. The rapid urbanization of Ontario's population and the consequent swelling demand for recreational facilities near at hand to serve them;
- d. The growth in leisure time;
- e. The general increase in disposable income and the technical improvements in marine motors and boats that extended their ownership through all economic levels of the population;
- f. The development by the province of park and camping facilities that opened thousands of acres of water to vacationing campers;
- g. The emergence of such sports as water skiing and the fish restocking programme of the Ontario Department of Lands and Forests, both of which brought additional requirements for boats;
- h. The despoliation by pollution or over-crowding of adjacent American recreational water resources which encouraged the steadily growing use of the contiguous Canadian waters by tourists.

Whatever the motive for acquisition, it is a fact that more and more Canadians and Americans since 1945 have joined the boating fraternity. In Ontario alone, the annual increase in licenses issued has been usually equivalent to 10% or better of the previous year's total registration. By the beginning of 1966, almost 314,000 licenses* had been issued in this province to motor-boats having engines of 10 h.p. or more. In the United States between 1950 and

1964 boating registration had risen from 3,510,000 to an estimated 7,700,000. From an analysis of registration in the Great Lake States contiguous to Ontario's waterways and including the potential usage from Manitoba and Quebec, it has become clear that by 1967 over 2,000,000 boats can reach Ontario conveniently, either directly by water or over the highway grid that serves this great area. The estimated actual entry of boats in 1965 by tourists approximated 150,000 most of which were trailered so that with our own domestic population, at least 385,000 boats, apart from sailboats or rowboats, use Ontario's waterways.

As the number of boats has grown year by year, their characteristics have changed. We have estimated that there are some 29,000 boats owned in Ontario that are suitable for cruising or acting as a "floating cottage." In the U.S. Great Lake States the proportion is slightly higher and we have estimated that as many as 300,000 cruisers have direct access to our waters.

For the ordinary outboard motorboat enthusiast, the characteristic of such boats has been greatly changed. Larger and more powerful motors have extended both their range and their speed and with the development of the boat trailer, they too have achieved greater mobility to move from one water region to another and to utilize more fully the waters of each region. Thus, to the cottager or the fisherman, whose boating experience largely relates to his own immediate area, there have been added a very great proportion of the total boaters who are interested in experiencing the system as a whole rather than merely a local area or a single region in it.

The future of boating in Ontario, based on past trends, would indicate an annual growth rate of not less than $7\frac{1}{2}\%$ or a minimum of 18,000 additional pleasure boats in each year. To this would have to be added the increase in the boat ownership in the Great Lakes States which is approximately 80,000 boats per year. Pleasure boating, in short, has become a mass

activity and in certain areas of the province the number of tourists cruising our waters now approaches or surpasses, the number of U.S. cottagers. Furthermore, the purchase of boats capable of cruising and the emergence of the rental houseboat indicates a preference for this mode of vacation over the mobile trailer home.

Under present circumstances, the projections for continuous growth or recreational boating in Ontario are clouded by the ability of our marine highways to accommodate the increases which should otherwise be expected. As we have seen, certain of the more favoured areas have reached saturation unless major improvements are made but at the same time, many areas of equal excellence which could accommodate a vastly increased boat population are unable to do so either from lack of facilities or the absence of safe and comfortable access to them. Recreational boating in 1966 in Ontario is very much akin to the early development of the automobile whose growth could only take place when roads, fueling points and repair facilities became generally available to permit extended trips. If comparable development can be achieved on our marine highways the growth of boating in Ontario both by our own citizens and by the tourists is virtually unlimited.

During the course of our study, three major concepts have emerged that will influence the growth and the development of our highways for recreational needs of our citizens and as a major tourist magnet:

a. The Water Serves as a Park

The increase in boating and the advent of the cruiser materially add to the potential park areas of the province. In the past, the shoreline was a controlling factor in the development of a lake or river but today an area on the shoreline, comparable to a large cottage lot, can accommodate the recreational boating interests of scores or hundreds of people during the vacation season who use it as a base only for their waterborne activities. The cruiser in fact becomes a "floating cottage" and makes small demands on the diminishing shoreline save for the overnight facilities that it requires. Ontario, particularly Ontario's

*Making allowance for unrecorded depletions this gives an estimated boat population of 235,000 plus an undetermined number of boats such as sailboats, smaller horse power motors, etc. that do not require to be registered.

Eastern portion, has been prodigal in disposing of its shoreline to private interests which is now inhibiting the development not only of cruising but of camping sites and parks that can serve the trailered boatman. If the surface of our waters can be made available to serve this new floating population, thousands of acres of additional parkland can be added to the province's resources for a minimum use of scarce shoreline sites.

b. The Need for a System and Dispersion
If our waterways are to accommodate the growing number of boats, our inter-related lakes and rivers should be treated as a part of a system to encourage the dispersal of traffic over as wide an area as possible. Tobermory, the North Channel or Georgian Bay may provide magnificent cruising but if access along Lake Huron is dangerous and uncertain, or if sufficient facilities do not exist for trailered boats, then a minor portion only of their potential will be utilized. Similarly, the Rideau Lakes provide ample area to accommodate far more boats than now use them and to relieve the congestion on the Rideau Canal system. Presently, however, the lack of charts for the Lakes restrict their use to a portion only of the potential traffic now largely confined to the defined channels. Our concept for development must therefore, recognize the desirable inter-relationship of the various waterways and provide as well that boating in each area may be safely conducted over all the surface rather than being limited to selected areas through the absence of navigational aids and charts.

c. Co-Ordination of Effort

At the present time, Ontario's inland waterways are governed by a jurisdictional maze and in large part, the legislation governing recreational boating belongs to the 19th century. The commercial nature of these waters in the first instance, largely dictated Federal control but with the provincial Hydro Electric developments, the growth of Provincial Parks and the need for water pollution control, a defacto parallel jurisdiction has been created for the province. In addition, many departments of the Federal Government have become involved

in various phases of recreational activity and during the course of our study discussions on certain problems had to be conducted with ten separate Federal Government departments.

Furthermore, the legislation governing the use of our waterways largely stems from their early commercial use and was primarily designed for skilled navigators and much of this legislation needs to be reviewed in the light of the fact that there are now thousands of boatmen who require simplified and consolidated regulations, standard throughout the system, and with corresponding navigational aids and charts in recognition that boating is now a mass activity similar to motoring.

To meet these problems it is our concept that a single agency of co-ordination for recreational boating activity should be established by both the Federal Government and the Provincial Governments to provide means of co-ordinated development of the entire system and to bring a unified system of control and regulations that will allow such growth to proceed in an orderly and coherent manner.

The changes that we will be suggesting in this report will require an increasing amount of time, effort and public money if recreational boating needs are to be met. The State of Michigan, through its programme of many years standing, has proved that a large part of the waterways development can be self-financing from new sources of revenue related to the boatman-user. Ontario, using this and the experience of other States and nations, (details of which we have provided in our full report) must be aware that such a programme has a very valid financial justification for immediate implementation.

a. The Impact on Tourism

As noted in the report of the Ontario Economic Council, Ontario has received over 50% of all tourist expenditures in Canada each year and for the year 1965 such expenditures involved over \$400,000,000.00 or approximately 55% of the national total. At the same time, it must be realized that over 70% of all tourists entering Canada did so through Ontario so that there is a gap between

the number of tourists and the amount of their expenditures in this province. It is obvious that encouragement should be given to the American tourist coming to Ontario to stay longer and since a substantial proportion of tourist entries equate with the use of our water resources, their development can encourage a more protracted vacation and hence, greater expenditures. With the tourist industry expected to become a billion dollar industry in Canada in 1967, it makes it one of the major foreign exchange earners for the nation and one which can have a decisive effect not only on our economy, but on our balance of payment position. In view of the Ontario Economic Council Report on the value of tourism and in view of the fact that we are presently obtaining only 10% of the boat traffic that is readily available to us, it should be clear that the gains to be made from increased tourist recreational boating are of such size and dimension that its development should receive urgent priority.

In addition to the values we receive from American tourists we should also consider its reverse value in helping to encourage Ontario citizens to spend more of their vacation dollars at home rather than abroad. At the present time, our gain from the U.S. tourists is largely dissipated by Canadian travel expenditures abroad. At the present uneven stage of the development of Ontario's waterways, the number of cruising areas and launching sites forces repetition summer after summer of the same trips. If the waterways are treated as an entire system allowing a flow between them and if adequate facilities are created in each region, then our water resources provide a lifetime of boating experience and encourage trips to new areas in each year to act as an alternative to travel elsewhere.

b. Urbanization

The growth of Ontario's population already places great pressures on the Department of Lands and Forests to open park areas to accommodate their recreational needs. Merely to maintain the present ratio of population to parklands available to them

will require by 1981 approximately 3,500 square miles of additional parkland. Most of the large urban centres in Ontario have seen the saturation of the recreational areas immediately adjacent to them and a survey conducted by the Department of Tourism has indicated that in the, Metropolitan Toronto region for example, as much as 23% of the population now spends their vacation in the immediate metropolitan area. It becomes increasingly important, therefore, that the water areas fortuitously available to most of our large urban centres be utilized to the utmost to supply the recreational needs of the future. This will mean provision of urban launching and berthing facilities beyond those made available by private clubs so that the population at large may take full advantage of the recreational resources at their doorstep. Since approximately 60% of domestically owned boats are concentrated in the Eastern area of the province, the development of such urban boating resources will be of particular concern in those regions.

c. Regional Development

The choicest boating areas of the province by coincidence largely relate to those communities and areas that are largely economically underdeveloped. In analyzing the waterfront communities in Eastern Ontario for example, the average level of income is well below that of the province as a whole. In recognition of this, the current ARDA programme has turned their attention to the part that recreation and tourism can play in benefiting such communities. A study of tourist expenditures, for example in Westport, indicate that these expenditures in the community provided the equivalent to the payroll of a factory employing 143 people full time.

Our studies of the sources of non-farm income in the many rural communities that relate to our inland waterways clearly indicates that the development of recreational boating and the consequent increase in expenditures in such communities can play a significant part in equalizing economic opportunity throughout the province.

Ontario's Inland Water Regions and the Obstacles to Recreational Boating

CHAPTER II

It is not possible in a summary to deal with the scores of communities and their facilities for recreational boating that we have covered during the course of this survey. We have, however, appended at Schedule A, a list of the communities upon which we have commented or for which recommendations have been made and in Schedule B we have indicated the number of boat licenses in the region and the tourist entries by ports. This information, therefore, should be read in conjunction with the brief summary of the individual routes that follows.

A. PRESENT WATERWAYS

The Golden Triangle—the St. Lawrence River, the Ottawa River and the Rideau Canal

Potentially one of the finer cruising areas in Ontario, a portion only of these waters already attracts a substantial number of Americans as well as our own domestic boaters. The St. Lawrence River section, in spite of the commercial traffic on it, remains one of the more scenic trips. The full potential of its use is not realized, both because of the lack of shore facilities and the pre-emption of the existing St. Lawrence Island Park by non-residents. The difficulties in transit of the Seaway canals inhibit the passage through to Montreal but if, as we suggest, these two difficulties are overcome, the flow of boats on the St. Lawrence will be very greatly increased.

The Ottawa River until now has experienced little boating largely because of the

navigational hazards arising from "dead-heads", inadequate charts, pollution and the lack of facilities. With the creation of the Carillon Dam and the new locks, the development by the Province of Quebec of a park system on the north shore and a beginning in the control of pollution, it is likely that this river will soon become a major recreational area with the assistance of the two provinces and the Federal Government because of its proximity to Montreal and the cruising area above the Carillon Dam.

The Rideau Canal system, connecting the Ottawa River and the St. Lawrence, has already become one of the most popular of the cruising and boating areas in the Province of Ontario and present facilities are strained to meet the boating requirements. Far greater use can be achieved, however, if dispersion of the traffic over the Rideau Lakes is made possible through the provision of better charts and additional facilities with consideration being given also to the creation of parks in appropriate areas. Smiths Falls, at present, marks the apparent turning point for both northbound and southbound traffic and the encouragement of through transit will be desirable when the facilities exist in the Ottawa region to accommodate the traffic.

Lake Ontario, the Bay of Quinte and the Trent System

As one might expect from the population density the communities in this area represent a very substantial proportion of the

total licensed boats in the province but surprisingly little U.S. tourist traffic is experienced. This is a situation that can be readily rectified.

The Trent Canal, like the Rideau, has shown a spectacular increase in usage but with too much traffic tending to concentrate in certain areas such as Peterborough, portions of the system, notably above Trenton, are little used although the waterways, if properly charted, provide splendid boating. Our recommendations in this area have concentrated on obtaining an increased number of facilities to allow an onward flow of the traffic through to Georgian Bay and to encourage the use of those portions that now receive little public attention.

Lake Ontario as a large body of water tends to inhibit its full use particularly in the absence of inter-related facilities in which the boatman may find haven and a safe access route. We have suggested navigational means for encouraging short cross lake transit from the American side and the development of a number of ports to allow coast traffic to be encouraged. In particular, we have noted the absence of adequate facilities both for the local boatman and for tourists in the Kingston, Toronto and Niagara areas, all of which points are essential for the development of recreational boating throughout the Lake.

Lake Erie

The heavily industrialized south shore of Lake Erie provides an enormous boating potential for the far more attractive Canadian waters. Unfortunately, the lack of dredging and of breakwaters, the conflicts arising with the fishing interests, the distances from harbour to harbour and the inadequacy of both markers and charts, militate against its full utilization. Certainly the potential for greatly increased use and corresponding benefits to the Canadian Lake Erie communities exist. Our recommendations have, therefore, dealt with the overcoming of the obstacles inherent in the present situation.

Lake St. Clair

The amount of American traffic presently moving into the Canadian waters is already very great but the facilities that have been

created to serve them, largely through no fault of their own, lack the means to capitalize on the full economic benefits that could arise from such traffic. Our report has considered the opening up of such additional areas as the Thames and the creation of a number of new boating facilities but we have recommended in addition that a number of existing marinas should be encouraged to develop restaurant and other amenities that will encourage greater expenditures on the Canadian side by the American tourists: this will, of course, require changes in present Liquor Board legislation.

Lake Huron

Convenient as it is to major U.S. and Canadian population concentration, Lake Huron on the Canadian side obtains insignificant recreational boat usage. The lack of suitable harbours and marking facilities, the inadequacy of navigational aids and charts for pleasure boating, has meant that Lake Huron does not participate as it could and should in the growth of recreational boating. Furthermore, the absence of these facilities also discourages onward passage to Georgian Bay and the North Channel and for this reason a high priority should be given to a programme of planned development as recommended in our study.

Georgian Bay

Potentially Georgian Bay has two separate cruising areas of worldwide distinction. At the present time the very substantial boating that takes place in it derives from the cottage population and few and inadequate facilities are available for the transient. The access to it, both through the Severn and along through Lake Huron further discourages its use by the transient boatman. Our report recommends a number of installations to encourage the use of its waters by touring boats, either trailered or cruiser, which we believe will bring substantial economic benefits to the local population without conflicting with the present domestic boat usage.

North Channel

Knowledgeable cruising people consist-

ently rate this area as one of the finest cruising areas in the world, if not the best. With a low population density and poor access to it, only a fraction of its potential is realized. We believe that it could become a major area of boating activity to the immense gain of the local population and, a number of suggestions have been made, notably for the encouragement of its use by tourists with provision for maintaining their boats under bonding arrangements the balance of the year.

Lake Superior

The vastness of Lake Superior, its remoteness from high density population centres and the many navigational hazards that are encountered in it reserve this area for the very few and highly skilled cruising boatmen. We believe that this area will be slower to develop for recreational boating than the other regions we have observed but our report provides for certain developments that will begin to encourage the more adventurous boatmen to use its waters.

Lake of the Woods

While not directly connected to the Great Lakes, for navigational purposes the Lake of the Woods area serves a substantial number of Manitoba, Ontario and U.S. boating enthusiasts. Boats in this area are generally small and brought to the site by boat trailers. The absence of data on trailered boat entries make it difficult to assess the requirements and a more detailed examination will be required as soon as this information is available. Our report, however, does note the desirability of providing for transit on the Rainy River and the creation of more parks in the area. The boat accident rate also suggests the need for improved water safety enforcement measures.

B. OBSTACLES TO THE RECREATIONAL USE OF ONTARIO'S MARINE HIGHWAYS

As our study has indicated, Ontario's marine highways provide an enormous choice for the recreational boatman,

whether trailered or cruising. There are areas for the beginner; areas for sailing; areas where a high degree of navigational skill is required; places where amenities for entertainment and other recreation are offered and wilderness areas. This very diversity dictates that our regional needs should be considered separately in order to take advantage of their own particular attributes. Even when this is done, however, there remains the need for the waterways to remain a co-ordinated system so that traffic can move between the regions with ease and convenience and the boatman may be confident that facilities will be available for them in this onward movement.

The major obstacle at the present time to the rapid and efficient development of the waterways lies in the absence of any coherent and co-ordinated programme for their development compounded by the widespread diffusion of responsibility for control of recreational boating. If the basic consideration of co-ordination of development can be achieved, the following specific problems must be eliminated in any plan for the future which is to be successful:

a. Dock Facilities

In the controlled waterways such as the canal systems, the marina is the basic facility. The use of this term has become widely abused and we have, therefore, suggested a system of provincial designation of marinas into four classes so that the boatman may know what facilities may be expected at any designated marina. This information, if provided on charts, would ensure that the boatman could plan his trip with thorough knowledge of the facilities that awaited him.

For open waters where distance and safety are major factors, we have suggested the development of *principal* marina centres at every 100 miles at which the boatman may expect complete service for his boat, accommodation for himself and his family and an environment of more than general interest and entertainment. A *major* facility which we suggest should be located every 50 miles and should include engine and boat repairs and haul-out facilities. A *minor* facility we recommend

for every 25 miles should provide good docking and services for simple repairs and finally our proposal includes the development of harbours of refuge, based on existing ports which will permit to the pleasure boat safe anchorage in case of storms or other trouble. Our specific proposals for the development of such facilities have been included in the body of the full study.

b. Development of Points of Interest and Publicity

A beginning has been made to develop as focal points for boating such communities as Upper Canada Village. Much, however, remains to be done and we have noted a number of centres which, with the provision of adequate facilities and publicity could attract a substantial tourist potential. At the present time there is a scarcity of boating information related to an inventory of recreational advantages for the various boating points.

c. Navigational System

In large measure, the new boatman is little more than a motorist on water and we have, therefore, made a number of recommendations that will provide information in a form suitable for his needs rather than commercial navigation. In particular, we have suggested the consolidation of existing rules and regulations, the preparation of better charts and the introduction of a number of navigational aids to remove as much as possible the mysteries of the waterways for the average boatman.

d. Assistance in Emergency

We have suggested that a more co-ordinated system of emergency aid and rescue should be developed throughout the Ontario waterways with a view to encouraging the participation of more private organizations and individuals in such work so that boating safety can be promoted.

e. Pollution Control

The report has noted that water pollution stems from many sources and the recreational boatman, based on U.S. surveys, is by no means a major offender. Actual

surveys have indicated that cottagers with improper cesspool systems are often a greater contributor to this problem than boatmen. Nonetheless, we have recommended that the Ontario Water Resources Commission should establish standards for boat effluent disposal systems but not without bearing in mind the legislation of the Great Lakes States on this subject and from which area so many of the tourist boats will originate. We further note that the public domain must provide a system of effluent and garbage disposal facilities that will permit the boatman to operate within the law. No such system exists at the present time.

f. Enforcement

Our report has indicated that the lack of enforcement machinery through a large part of our waterways can lead to difficulties even though the Ontario water safety record, except in certain areas, has been improving. The advent of the water skier and of more powerful engines for boats will certainly lead to the necessity of greater control. Our report has considered a number of the difficulties presently encountered in enforcement, the chief of which is the virtual absence of enforcement machinery in many communities and areas and the financial help that will be required for these communities in obtaining enforcement personnel and equipment.

g. Financing Aid to Operators

The short boating season has created difficulty for the marina operator to justify the capital expenses that are involved in providing the facilities for the known and future traffic. The present rate of financial return makes it difficult for private enterprise to develop suitable facilities without the co-operation and financial encouragement of the senior levels of government.

h. Community Participation

Ontario lags behind the U.S. in the development of community participation in recreational boating. A few communities have seized the opportunity but direction will be required so that municipalities can extend the gain that they can make through recreational boating development.

U.S. municipalities are further advanced in this regard than their Ontario counterparts. A number of communities that we have observed have failed to provide the support that would be desirable for local marina operators and it is clear that these communities need to be educated in the benefits that derive from the touring boatman, either trailered or cruiser. In part, this feeling arises from the supposed incompatibility of this boating traffic with existing residential or cottage interests. It is our view that this apparent incompatibility need not exist if the facilities created for the visiting boatman included proper means of effluent and garbage disposal so that the visiting boatman is not

accused of being the sole source of pollution in the neighbouring waters.

i. Traffic Patterns

We have observed that traffic patterns, notably on the Trent and Rideau system, at the present time provide artificial barriers to the growth of further traffic. Overcrowding at certain points not only deters traffic from onward movement but creates, through its existence, undesirable water conditions, notably pollution. The changing of these traffic patterns does not, in our view, represent an insuperable problem and we have advanced a number of suggestions for its correction at certain specific points.

Division of Responsibility— Ontario's Waterways Development

CHAPTER III

We have already observed that the jurisdiction over the recreational waterways of Ontario is sometimes obscure. Whether waters are "navigable" and therefore under Federal control or whether they are merely recreational with jurisdiction over the shoreline in the Province, is not easy to ascertain. Furthermore, at both the Federal and Provincial levels, a great number of Departments have a legitimate interest in some aspect of the waterway administration. For example, a booklet "Waters in Ontario" prepared by the Department of Energy and Resources Management required the co-operation of seven other government departments and two Provincial Commissions engaged in the development and control of Provincial water resources. A similar situation exists at the Federal level. We are, therefore, recommending that both the Federal and Provincial Governments should each designate a single department or agency with the over-riding responsibility of co-ordinating their respective programmes relating to recreational waters. This would considerably simplify the dealings between the governments themselves without necessarily altering departmental responsibilities but even more important it would allow the public at large to deal with a single source of information when requesting information or assistance on the various waterways problems. We repeatedly received indications that large segments of the boating public are confused by the present unco-ordinated efforts at both government levels.

Since it is already clear that the Federal, Provincial and Municipal interest in the waterways will continue, we would recommend an appropriate division of responsibility for each of them and based on current practices and certain recommendations in this report, we would suggest the following:

A. FEDERAL GOVERNMENT

1. The maintenance and operation of all commercial harbours including fishing harbours;
2. The maintenance and operation of all canal systems and locks including the collection of revenue or tolls from these operations;
3. The construction, maintenance and operation of a Harbours of Refuge Programme on the Great Lakes in order to serve small craft;
4. The construction, maintenance and operation of wharves serving commercial interests or utilized as customs points;
5. The provision and maintenance of suitable breakwaters;
6. The provision of dredging operations for both commercial navigation and recreational navigation where the latter may be considered part of the marine highway and in the public interest for recreational purposes;
7. The construction, where required, of new waterways;
8. The continuance of responsibility for all navigable channels and harbours used in the commercial carriage of goods and the enforcement of national or international legislation relating thereto;
9. The provision of charts and hydrographic surveys and the expansion and development of these to cover Ontario's recreational marine highways and the ancillary cruising areas;
10. The provision of navigational aids (save those of a temporary nature) established for purely recreational purposes out of established navigable channels and authorized by the appropriate Provincial authority;

11. The operation and maintenance of search and rescue operations on the Great Lakes and St. Lawrence River;
12. The provision, maintenance and operation of national park areas for boating purposes;
13. Under an arrangement similar to the Ontario Harbours Agreement Act the establishment of readily available machinery for clarifying title to lands suitable for development as marine recreational facilities including launching and marina areas and parklands;
14. Legislative enactments to enable the Federal Government to jointly co-operate with the Province of Ontario and its municipalities in:
 - a. The development of multiple purpose harbours or marinas to serve recreational boating;
 - b. The provision of appropriate tax relief for seasonal tourist facilities serving the recreational marine traffic;
 - c. The provision of suitable loan capital for municipalities or for private enterprise constructing and operating recreational marine facilities forming part of an overall Ontario marine highway system;
15. The registration of boats for international purposes but not the licensing of ordinary pleasure craft;
16. The continuance of policing responsibility in waters under their direct control and the maintenance of weather information.

B. PROVINCIAL GOVERNMENT

1. The provision of shore parks for recreational boating to include launching facilities and where warranted, docks and berthing facilities;
2. The provision of suitable access roads to shore marina facilities;
3. Under Federal enabling legislation, where required:
 - a. The assumption of the responsibility for the issuance of annual licenses to pleasure craft;
 - b. The assumption of the issuance of licenses to operators of charter or livery boats, delivery boat services and their crew;
- c. The inspection of boats offered for hire to ensure proper standards of safety and equipment;
- d. The establishment of standards for operators of pleasure craft including age limits and insurance liability;
4. The provision of boating control regulations for purely recreational waters on a regional basis and in co-operation with the counties and the municipalities affected;
5. The joint provision and sharing of cost with local authorities of enforcement machinery for recreational boating regulations and the training of personnel for enforcement duties;
6. The establishment of anti-pollution measures for recreational craft including the passage of regulations for marine toilets and the inauguration of a programme for the disposal of waste and effluents and the provision of adequate public washroom facilities on shore;
7. With Federal assistance, the establishment of rescue and aid operations on waters other than the Great Lakes and St. Lawrence River;
8. The operation and maintenance of water safety programmes;
9. In concert with the Federal Government legislative enactments to enable the Provincial Government to jointly co-operate with the Federal Government and municipalities in:
 - a. The development of multiple purpose harbours or marinas to serve recreational boating;
 - b. The provision of appropriate tax relief for seasonal tourist facilities serving the recreational marine traffic;
 - c. The provision of suitable loan capital for municipalities or for private enterprise constructing and operating recreational marine facilities forming part of an overall Ontario marine highway system;
10. In concert with the Federal Government, the enactment of legislation similar to the Ontario Harbours Agreement Act to provide for the clarification of title of riparian lands deeded for development as

municipal marine parks or to private enterprise for approved marinas;

11. The preparation of cruising guides for pleasure craft use covering recreational boating areas of the province and the promotion of Ontario's waterways as a major tourist resource.

C. MUNICIPALITIES

Ontario municipalities, with but few exceptions, have largely ignored the recreational aspects of the water resources that they possess. As experience in a number of the United States indicates, their involvement cannot long be delayed. The areas of responsibility for municipalities we would recommend, therefore, are as follows:

1. The control of pollution in their water area;

2. Jointly with the Provincial Government, on a shared cost basis, the provision of enforcement equipment and personnel;

3. The passage of by-laws to enforce minimum standards of cleanliness and operation at public boating facilities including the facilities of fresh water, electricity, public toilets and means of effluent and waste disposal;

4. The initiation of studies to establish feasibility of marine recreational requirements;

5. Jointly with the Federal and the Provincial Governments, the construction of multiple purpose harbours, launching ramps and, where required, berthing and storage facilities;

6. The operation of facilities provided by means of joint public funds and the obtaining of revenue therefrom until such public funds have been repaid in full. Such operation would normally involve concessions and leases;

7. Jointly with the Provincial Government, establishing regulations governing recreational boating in their area and including such matters as times and areas for water skiing, speed regulations, "no wake" regulations, swimming areas and the like;

8. Jointly with the Provincial Government, the provision of effluent and waste disposal facilities and the construction of public toilet facilities to serve marine traffic.

D. OTHER FEDERAL ACTION

In addition to the general responsibility noted for the Federal Government, there are certain functions presently under their direction that relate to the needs of recreational boating and we have recommended certain changes that, from our study, we believe are required.

a. Statistics

We believe that the present tourist entry forms with regard to trailer boat entries, should be modified to provide a record of entries and exits by port and destination within Canada. Availability of this information coupled with similar modifications on cruising boat entries, will allow a development of facilities in relation to the then known requirements;

b. Harbours

We have recommended that the government review the present harbours on the inland water system to ensure that on the major bodies of water they will be available at intervals of not more than 25 miles to permit the safe and comfortable access to all areas. We have prepared a suggested inter-connected system of such harbours.

c. Canals and Rivers (controlled waters)

We have made a number of detailed recommendations with regard to such systems as the Trent and Rideau that recognize the necessity of achieving a balance between their efficient operation including water conservation and their importance to the Canadian economy through tourism. We have noted that the standard of boating efficiency to be expected from the recreational boatman will not achieve commercial efficiency and that consequently changes in methods of operation are desirable. Among such changes, suggestions have been: provision of better organization of marshalling areas; extension of wharves; introduction of safety features; provision of waste disposal facilities and certain changes in the operating procedure that give recognition to the essential tourist nature of the traffic;

d. St. Lawrence Seaway

We have suggested changes in procedure

for passage of pleasure craft through the St. Lawrence Seaway and Welland Canal so that Lake Ontario pleasure boating may be better inter-related with Montreal and Lake Erie. In this connection we have suggested the introduction of fixed time for such lockages and the provision of separate tie-up facilities, so that pleasure craft, while being accommodated to a greater extent than at present will not interfere with the over-riding commercial interest in the usage of these locks;

e. New Waterways

With the immense growth of boats and to make better use of existing areas, we have recommended the study of the following new waterways:

- i A new connection from the Trent-Severn water system to Lake Ontario to tap the full potential of its southern portion and to make it more usable by the immense population in the Toronto-Hamilton area;
- ii A waterway between Rondeau Harbour and Chatham;
- iii The future opening of the Thames River to London, Ontario;
- iv The opening of Rainy River between Lake-of-the-Woods and International Falls;
- v We have considered certain other suggested additional waterways, notably the development of the upper Ottawa and of the French River. We believe that these, in time, will justify intensive study, both from the standpoint of recreational boating and of water diversion programmes. It is our view, however, that their priority should be determined on the basis of the supporting developments that will encourage access to them. Thus, in the case of the upper Ottawa it is necessary that the obstacles on the lower Ottawa be first removed before planning for the far more ambitious development of the upper Ottawa would be justified. A similar situation exists with regard to the French River where the full exploiting of its boating potential will await the access to it that needs to be encouraged through the development of Lake Huron;

f. Navigation Aids and Charts

We have suggested that present navigation markers should be reviewed in the light of recreational boat traffic as well as commercial and we have suggested that the system should be inter-related with the U.S. navigational aids if at all possible. We have also recommended the installation of depth gauges to show actual levels at key points and the expansion of present charts similar to the new charts for Georgian Bay, for a number of areas in the province including the North Channel and the Rideau and Trent-Severn systems;

g. Search and Rescue

We have recommended that the government should organize a network of search and rescue operations on the Great Lakes which will make provision for reimbursement of expenses to private craft utilized in such activities;

h. Sites for Marine Development

We have recommended that the Federal Government, in co-operation with the Provincial Government, prepare a long-term programme for development to establish and designate the broad areas of shoreline which will be required for the future development of recreational boating. We would suggest that such areas, once defined, should not be made available for private cottages as the rapid disappearance of shoreline property already endangers the development of public recreational facilities. We have also suggested that the survey should involve the necessary engineering details such as dredging requirements, road access, breakwaters and the like.

i. Parks

We have recommended that the present use of the St. Lawrence Island Parks by non-residents be reviewed and that the 48 hour privileges be enforced in order that these parks may serve a greater number of tourists, both Canadian and American and so that they will act as an encouragement rather than a barrier to transient traffic. We have also suggested the development of additional parks in the Thousand Islands region and at Long Sault, the Rideau Lakes, Kawartha Lakes, the Parry Sound area, the North Channel and the Lake-of-the-Woods watershed.

The Role of the Province of Ontario in the Development of Recreational Boating

CHAPTER IV

We have already suggested the need for a central co-ordinating agency or department for the Province of Ontario in providing for the systematic growth of boating facilities. Our studies have examined the organization in Europe and in North America and we have noted that in all jurisdictions the need for a central co-ordinating body has been recognized. In reviewing the various organizations and policies we have found that the plans of the State of Michigan most nearly approximate the Ontario conditions and in large measure the role of that State in the development of the use of their waters has been followed in the suggestions for the future in this Province. The department or agency that assumes responsibility for the recreational use of Ontario's waterways has a number of specific tasks that we believe it should assume.

a. Co-Ordination

The first task to be assumed is that of co-ordinating the efforts of the other Ontario Departments that are involved in waterway activity and providing close liaison with what we would hope would be their Federal counterpart. In this way, conflict of jurisdiction may be minimized and public expenditures can be related to an overall plan.

b. Planning and Development

While we have indicated that regional characteristics of the waterways should be preserved and enhanced, it will still be required that funds expended relate to an

overall plan of development. Building a major recreational marine facility in an area without proper access to it or placing launching facilities without regard to the supporting amenities or the potential can be wasteful of public funds. Priorities must, of course, be established and this will only be achieved if there is a central co-ordinating agency.

From the planning stage will evolve the necessity of development and in this area also a central agency with knowledge of the overall requirements and having available to them personnel with experience in the field will allow this to proceed without waste of public funds and more efficiently than if each region adopts its own standards. Our proposals do, however, encourage the participation of the regions within the framework of an overall policy.

c. Law and Enforcement

Regional considerations are again important in the establishment of recreational boating controls. A speed that is safe on open water may cause danger to life in a river section or actual destruction of expensively constructed river banks. Laws which are to be obeyed and which are to be enforceable should have public consent. We have suggested that the co-ordinating department for Ontario should be enabled to approve local regulations of the regions or municipalities involved but in doing so to ensure that they are consistent with the development of an overall system of recre-

ational waterways and are done within the framework of province-wide standard regulations that can be easily understood by the boating public.

With regard to enforcement, we have recommended the delegation, where possible, to the local level with contributions from a provincial fund to allow each community adequate enforcement machinery now so largely lacking.

d. Administration and Promotion

The collection of statistics, the provision of machinery for licensing, the initiation of technical and feasibility studies and the promotion of Ontario's waterways will require an administrative organization. In some cases, such administration where it now exists, will only require to be co-ordinated by the central authority selected but in others a small additional staff will be essential. This is true in the area of licensing where we have recommended the assumption of this responsibility by the Provincial Government.

e. Financial

The number of boats now present or available to Ontario waters indicates that our waterways, like the highways of an earlier day, will require the expenditure of substantial sums in the future if they are to achieve their full usefulness. The announced Federal Government policy on recreational boating grants indicates that a gap will remain that cannot be filled by private enterprise alone. As in Michigan, California and other States, we have recommended that certain revenues be allocated for the upgrading of the waterways, notably those to be obtained from the licensing and registration of boats and from the marine gasoline refund which we have suggested should be reduced. Experience elsewhere indicates the boatman is prepared to pay providing he knows that facilities are being created out of his payments.

We have also suggested the creation of a revolving fund from revenues received that can be used for subsidies by the Ontario Government department or agency or for loans repayable over the short period where studies of the project indicate that this is practical. This fund would be used for the creation of marine facilities. We suggest as

well the establishment of a provincial recreational loan fund that will be available for municipalities over and above the revolving fund in those cases where longer periods are required for amortization.

Two other sources of funds for marine development have been suggested as well:

- (i) The use of ARDA funds in those areas where facilities are required to support an under-developed region. This is consistent with programmes in other provinces.
- (ii) The provision, either through the Federal or Provincial Governments, of loan assistance for private enterprise on approved projects at reasonable rates of interest and to allow an adequate amortization period. Such loans we would recommend be made in relation to the classification of the marina involved and be dependent upon the maintenance of agreed standards of operation.

In the United States the absence of such lending assistance has largely directed developments to municipalities and this, we believe, can be avoided in Ontario through the provision of loans and certain recommended income tax changes to assist in making marina operations economically viable in the short season open to them.

f. Other Ontario Action

i. Classification of Facilities

We have proposed a classification of facilities to be enforced by provincial licensing based on the enumeration of the facilities provided. This would apply to all marinas and harbours and would ensure the existence of minimum standards of cleanliness and facilities. To qualify for Provincial financial assistance, marinas would therefore have to be licensed which would also give them the added advantage of being publicized on the Provincial boating guides.

ii. Liquor Licensing

We have proposed the extension of seasonal liquor licenses to certain areas throughout the waterways system where they may conveniently serve the transient boatman and we have also strongly

suggested a review of the existing situation in such heavy tourist areas as Lake St. Clair with a view to encouraging an increase in tourist expenditures.

iii *Gasoline Tax*

We have suggested a revision of the present refund system to simplify the operations for operators and the administration of the tax itself.

iv *Pollution*

As already noted, we have made a number of suggestions to prevent water pollution from recreational boats.

v *Cruising Guides*

We have recommended that the presently inadequate cruising guides available for Ontario waters be replaced by a new publication, in two volumes, the first of which would incorporate regulations and general information on the law and the second of which would contain cruising information on the waterways, their facilities and adjacent attractions. Revenues from the sale of such guides would enhance the funds available for recreational boating development.

S C H E D U L E "A"

MARINE FACILITIES—ONTARIO'S WATERWAYS

<i>Lake Ontario</i>	<i>Lake Erie</i>	<i>Detroit River</i>	<i>Lake St. Clair</i>	<i>St. Clair River</i>	<i>Lake Huron</i>	<i>Georgian Bay</i>	<i>The North Channel</i>
Kingston	Port Colborne	Amherstburg	Port Franks	Cabot Head	Killarney		
Prinyers Cove	Port Maitland	Bois Blanc Island	Grand Bend	Lions Head	Manitowaning		
Picton	Dunnville	(Bob Lo)	Bayfield	Colpoys Bay	Little Current		
Desoronto	Nanticoke	Windsor	Goderich	Wiarton	Kagawong		
Napanee	Port Dover	Riverside	Kincardine	Owen Sound	Harbour Island		
Belleville	Port Rowan	Tecumseh	Port Elgin	Meaford	Blind River		
Trenton	Port Burwell	Pike Creek	Southampton	Thornbury	Thessalon		
Presqu'ile Area	Port Bruce	Riviere aux Puces	Stokes Bay	Collingwood	Bruce Mines		
Cobourg	Port Stanley	Belle River	Tobermory	Penetanguishene	Gore Bay		
Port Hope	Rondeau Harbour	Lighthouse—Thames		Midland	Meldrum Bay		
Oshawa	Wheatley	River mouth		Port Severn	Kensington Point		
Port Whitby	Pelee Island	Chatham		Honey Harbour	Sault Ste. Marie		
Frenchman's Bay	Leamington	Wallaceburg		Sans Souci (Frying			
Toronto	Kingsville	Port Lambton		Pan Island)			
Port Credit	Cedar Creek	Sarnia		Parry Sound (town			
Oakville	Colchester	(Point Edward)		& cruising area)			
Bronte	Long Point Area			Snug Harbour			
Hamilton	New Harbour			Pointe au Baril			
Grimsby	Point Pelee			Byng Inlet			
Port Dalhousie	Cedar Beach						
Port Weller	Niagara-on-the-Lake						

S C H E D U L E "A"

MARINE FACILITIES—ONTARIO'S WATERWAYS

Lake Superior
St. Lawrence River
Kingston to Ont.
Border

Rideau System
Ottawa River

Trent-Severn System

(*Cont'd*)

<i>Lake Superior</i>	<i>St. Lawrence River</i>	<i>Ottawa River</i>	<i>Rideau System</i>	<i>Trent-Severn System</i>
Mamanse	Kingston Area	Carillon Dam Area	Ottawa Area	Frankford
Montreal River	Eastview—The	Hawkesbury	Manotick	Campbellford
Michipicoten Harbour	Buccaneer	Orleans	Merrickville	Hastings
Marathon	Gananoque	Ottawa	Smith Falls	Rice Lake—
Port Coldwell	Hill Island		Perth	Gores Landing
Rossport	Rockport		Rideau Ferry	Peterborough—
Nipigon	Brockville		Portland	Canal Headquarters
Port Arthur	National Parks—		Westport	Lakefield
Fort William	St. Lawrence Islands		Chaffey's Locks	Clear Lake
	Prescott		Jones Falls	Buckhorn
				Bobcaygeon
		Upper Canada Village	Sand Lake &	Fenelon Falls
		Long Sault	Opinicon Lake	Rosedale
		Cornwall Area	Cranberry Lake	Beaverton
			Kingston Mills	Atherley
				Orillia
				Chiefs Island

S C H E D U L E "B"

1964 LICENSES BY PORT AND TOURIST ENTRY
BY WATER FOR SELECTED AREAS*

CUSTOM PORT	Tourist Boat Entries Less than 24 hours	Tourist Boat Entries More than 24 hours	Canadian Boat Registrations 10 H.P. and over
ONTARIO TOTAL - - - - -	40,497	23,837	288,007
<i>Lake-of-the-Woods</i>			
Fort Frances - - - - -	1,380	586	4,945
Basswood Lake - - - - -	1,008	1,063	N/I
Prairie Portage - - - - -	199	4,301	N/I
Saganaga Lake - - - - -	2,208	1,015	N/I
Sand Point Lake - - - - -	2,361	1,526	N/I
Rainy River - - - - -	48	134	787
Cyclone Island - - - - -	1,779	103	N/I
Elsewhere in Region - - - - -	0	0	1,631
Regional Total - - - - -	8,983	8,728	7,363
Regional Percentage - - - - -	22.2%	36.6%	2.2%
<i>Lake Superior</i>			
Port Arthur - - - - -	0	13	5,718
Sault Ste. Marie - - - - -	0	9	5,834
Elsewhere in Region - - - - -	0	0	1,638
Regional Total - - - - -	0	22	13,190
Percentage - - - - -	0%	0.1%	4.6%
<i>North Channel</i>			
Little Current - - - - -	18	138	2,017
Gore Bay - - - - -	174	220	334
Meldrum Bay - - - - -	0	271	363
Richards Landing - - - - -	118	33	N/I
Elsewhere in Region - - - - -	0	0	876
Regional Total - - - - -	310	662	3,590
Percentage - - - - -	0.8%	2.8%	1.2%
<i>Georgian Bay</i>			
Owen Sound - - - - -	0	1	1,972
Parry Sound - - - - -	0	1	6,132
Elsewhere in Region - - - - -	0	0	47,242
Regional Total - - - - -	0	2	55,346
Percentage - - - - -	0%	0.0%	19.2%

*Trailered boat data not available.

S C H E D U L E "B"

(Cont'd)

1964 LICENSES BY PORT AND TOURIST ENTRY
BY WATER FOR SELECTED AREAS*

CUSTOMS PORT	Tourist Boat Entries Less than 24 hours	Tourist Boat Entries More than 24 hours	Canadian Boat Registrations 10 H.P. and over
<i>Lake Huron</i>			
Goderich - - - - -	0	71	685
Southampton - - - - -	0	12	1,972
Elsewhere in Region - - - - -	0	0	1,048
Regional Total - - - - -	0	83	3,705
Percentage - - - - -	0%	0.4%	1.3%
<i>Lake St. Clair</i>			
Amherstburg - - - - -	2,477	129	853
Anderdon Dock - - - - -	1,365	67	N/I
Boblo Marina - - - - -	3,147	1,451	N/I
Duffy's Dock - - - - -	3,205	129	N/I
Chatham - - - - -	56	114	2,456
The Lighthouse - - - - -	169	295	N/I
Port Lambton - - - - -	199	161	429
Sombra - - - - -	185	179	N/I
Walpole Island - - - - -	578	415	N/I
Sarnia - - - - -	492	1,756	4,223
Courtright - - - - -	101	20	N/I
Stag Island - - - - -	148	172	N/I
Walkerville - - - - -		0	N/I
Wallaceburg - - - - -	678	1,711	2,048
Windsor - - - - -	8,056	897	7,745
Elsewhere in Region - - - - -	0	0	563
Regional Total - - - - -	20,856	7,496	17,888
Regional Percentage - - - - -	51.5%	31.4%	6.2%
<i>Lake Erie</i>			
Dunnville - - - - -	13	25	723
Fort Erie - - - - -	724	494	1,175
Leamington - - - - -	277	12	1,413
Kingsville - - - - -	3	93	32
Pelee Island - - - - -	3,519	1,545	19
Port Burwell - - - - -	0	0	204
Port Colborne - - - - -	49	277	1,210
Port Dover - - - - -	0	330	1,195
Port Stanley - - - - -	1	79	380

*Trailered boat data not available.

1964 LICENSES BY PORT AND TOURIST ENTRY
BY WATER FOR SELECTED AREAS*

CUSTOMS PORT	Tourist Boat Entries Less than 24 hours	Tourist Boat Entries More than 24 hours	Canadian Boat Registrations 10 H.P. and over
<i>Lake Erie (Cont'd)</i>			
Ridgetown - - - - -	0	0	298
Rideau - - - - -	0	33	815
Elsewhere in Region - - - - -	0	0	25,521
Regional Total - - - - -	4,536	2,888	32,985
Regional Percentage - - - - -	11.2%	12.1%	11.4%
<i>Lake Ontario</i>			
Belleville - - - - -	6	36	3,299
Cobourg - - - - -	3	18	2,270
Niagara Falls - - - - -	459	241	2,574
Oakville - - - - -	1	10	1,628
Oshawa - - - - -	0	1	6,003
Picton - - - - -	0	0	1,570
Port Credit - - - - -	0	0	4,183
Port Hope - - - - -	0	2	942
Toronto - - - - -	0	0	52,223
Elsewhere in Region - - - - -	0	0	43,980
Regional Total - - - - -	469	325	118,672
Regional Percentage - - - - -	1.2%	1.4%	41.2%
<i>St. Lawrence and Ottawa River and Rideau Canal System</i>			
Brockville - - - - -	1,473	262	3,550
Cornwall - - - - -	108	14	4,209
Crysler - - - - -	1	0	N/I
Gananoque - - - - -	1,548	667	2,287
Lansdowne - - - - -	0	0	514
Ivy Lea - - - - -	101	131	N/I
Rockport - - - - -	1,768	1,742	N/I
Kingston - - - - -	74	469	5,702
Port Alexandria - - - - -	14	181	N/I
Port Metcalfe - - - - -	182	148	N/I
Prescott - - - - -	74	14	1,168
Elsewhere in Region - - - - -	0	0	18,238
Regional Total - - - - -	5,343	3,628	35,668
Regional Percentage - - - - -	13.2%	15.2%	12.7%

*Trailered boat data not available.

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